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COUNTRY East Germany

REPORT

TOPIC Jueterbog Altes Lager Airfield

616925

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 12 February 1954

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REFERENCES

PAGES

ENCLOSURES (NO. &amp; TYPE)

1 - one sketch on ditto

REMARKS

This is UNEVALUATED Information

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1. The following air activity was observed at Jueterbog Altes Lager airfield between 29 December 1953 and 22 January 1954:

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29 December. After 10 a.m., there was air activity by swept-back jet aircraft from the hangars Nos 8 to 10. The aircraft took off in elements of two and remained aloft for about 20 minutes. About 30 minutes after the landing of an element, two additional swept-back jet aircraft took off. After the landing of the last element about 2 p.m., a single-engine aircraft with blue propeller hubs was observed landing at the field.

30 December. After 10 a.m. at intervals of 40 to 50 minutes, a swept-back jet aircraft without auxiliary fuel tanks taxied under its own power to the end of the runway, coming from hangars Nos 4 to 6. While the weather was very cloudy, about four individual flights were made for 20 minutes duration. Only the two MiG-15s or U-MiG-15s from hangar No 10 flew in formation for about 25 minutes. These two were fitted with auxiliary fuel tanks. Air activity was discontinued about 1 p.m. Shortly after 2 p.m., a ground attack aircraft landed at the field.

31 December. Around noon, 3 swept-back jet aircraft took off, circled once over the field and then landed again. In the afternoon, there was heavy snowfall. No flights were made.

4 January. A twin-engine aircraft with double rudder assembly landed at 11 a.m., again took off at about 1 p.m., and subsequently circled several times over the firing range. The aircraft again landed at 2:15 p.m., was parked in front of hangar No 8, and departed around 3:30 p.m. Except the alert aircraft, no additional aircraft were observed outside of the hangars.

5 January. Beginning at 10 a.m., 8 MiG-15 or U-MiG-15s were towed out of hangars Nos 8 to 10 toward the runway. The aircraft practiced flying in elements of two. There was an interval of about 20 minutes between two flights. Around 2 p.m., air activity was discontinued and the aircraft were again towed back to the hangars.

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6 January. Between noon and 2 p.m., there was air activity by 10 MiG-15 or U-MiG-15s.

7 January. After noon, 25-minute flights were individually made by 6 MiG-15 or U-MiG-15s which were towed out of hangars Nos 8 to 10. The weather was slightly hazy. The aircraft flew through the layer of clouds and flew at high altitudes over the field as was inferred from the noise heard.

11 January. After 8:30 a.m., 10 MiG-15 or U-MiG-15s were towed by trucks out of hangars Nos 8 to 10 hauled to the runway and parked along its northern side. At intervals of 30 minutes, a 15-minute flight was made. Air activity was discontinued around noon and the aircraft remained parked along the runway. At 12:05 p.m., 4 Il-10s [redacted] were

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parked in front of the repair hangar. At 11 a.m., a landing was performed by a twin-engine aircraft with double rudder assembly; the aircraft was believed to be a Tu-2 because of the longish gun position at the upper side of the fuselage. The aircraft made a local flight over the firing range at 3 p.m. and subsequently landed again. At 4 p.m., a swept-back jet aircraft [redacted] approached the runway coming from hangar No 4 and took off for a 10-minute flight. At 4:04 p.m., a MiG-15 [redacted] took

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[redacted] off and was not observed returning to the field.

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12 January. There was no air activity. All the hangars were closed. There was rainy weather. Only the alert aircraft were parked at the end of the runway.

13 January. No air activity was conducted. At 10:45 a.m., a jet engine in front of hangar 4 was run up for about 10 minutes. In addition to the alert aircraft, 4 ground attack aircraft were parked in front of the repair hangar.

14 January. Around 2 p.m., 5 swept-back jet aircraft taxied under their own power from hangar No 6 to the runway. Individual flights of about 20 minutes duration were made. A Li-2 landed at 4 p.m. and a swept-back jet aircraft made a local flight at 5:30 p.m.

15 January. After 11 a.m., individual 10 minute flights were made by 4 swept-back jet aircraft from hangar No 9. At 2 p.m., a Li-2 with the white No 5 landed and was parked in front of hangar No 10.

18 January. After 11 a.m., individual flights were made by 9 swept-back jet aircraft from hangars Nos 4, 5, and 6. On this day, the aircraft were towed to the runway by small trucks of about 1.5 tons instead of the usual trucks. [redacted] the vehicles were remainders of former American deliveries. There were 5 or 6 such vehicles at the field.

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19 January. After 11 a.m., individual flights at intervals of about one hour were made by MiG-15 or U-MiG-15s from hangar No 9. [redacted] the alert flight was being exchanged by aircraft from hangars Nos 4, 5 and 6, while the replaced aircraft were towed to hangar No 10.

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20 January. No air activity was conducted. There was heavy snowfall and stormy wind. Instruction was being given on the aircraft parked in the closed hangars.

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21 January. Around 10 a.m., 20 swept-back jet aircraft were being towed by small trucks from hangars Nos 4, 5, 9 and 10 toward the runway. Of these, 12 aircraft were arranged as follows: 8 were arranged in two groups of 4 on the runway and 4 aircraft were parked in the curve leading to the runway. The engines of the 12 aircraft were simultaneously run up and the first group took off at the same time. At short intervals, the other two groups followed. The 12 aircraft were airborne within 90 seconds and subsequently they assembled in squadron wedge formation. [redacted] a sketch of the arrangement of the aircraft prior to the take-off and of the flight formation. After about 25 minutes, the aircraft landed individually and taxied back to the hangars. While the 12 aircraft practiced formation flying, another MiG-15 took off. The other aircraft parked at the runway made four individual flights up to about 1 p.m. The remaining 4 aircraft simultaneously took off about 1 p.m. and remained aloft for about 25 minutes.

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Air activity was discontinued at 2 p.m. and the swept-back jet aircraft were towed back to the hangars about 2:30 p.m. At 2:30 p.m., two twin-engine aircraft with double rudder assemblies landed at the field and were subsequently parked in hangar No 8. This hangar had been vacated by the swept-back jet aircraft which were then parked in hangar No 10.

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22 January. At noon, the two twin-engine aircraft with double rudder assemblies took off and remained aloft for about 30 minutes. At 3:40 p.m., 12 ground attack aircraft [redacted] landed individually, after they had circled once in formation. The aircraft were parked in front of hangar No 8. These 12 aircraft added up the number of ground attack planes at the field to 16. The crews of the ground attack aircraft used truck [redacted] 1

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2. During January, a caterpillar tractor with a snow plow in front removed the snow on the runway. Subsequently, soldiers piled the snow up on the edge of the runway. Salt or sand was not strewn. The taxiways leading to the hangars were also cleared of snow by the snow plow. 2
3. On 11 January, a small sedan with a box-like superstructure was parked in front of the test stand. A cable extended from the superstructure to a swept-back jet aircraft without tail unit which was parked behind the test stand. The vehicle was a converted sedan without windows which had repeatedly been observed at the runway during air activity. At 3:20 p.m. on 19 January, an engine was running on the test stand. At first, a whistling noise was heard for about 10 minutes, subsequently, the engine was running at high speed for 20 minutes, and, before the engine was stopped, the whistling noise was again heard for 10 minutes. Between 10 a.m. and 10:30 a.m. on 21 January, a test run was conducted by an engine which ran at high speed for about 20 minutes and at a lower speed for about 10 minutes producing a whistling noise which gradually faded away. The engine had been dismantled from an aircraft parked in hangar No 4. 3
4. The large antenna system near the Hindenburg installation was modified. Six new cage-shaped antennas were observed and a feed-in extended from the middle of the lines to a railroad car, similar to a luggage van, on the spur track. Another railroad car with windows was coupled to this car. A radio truck with a box-like superstructure without antennas was parked near the railroad cars which were guarded by sentries. 4

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6. On 9 January [redacted] in addition to the alert flight, about 15 MiG-15 or U-MiG-15s were parked at the runway. 1

1. [redacted] Comment. Jueterbog Altes Lager airfield is believed to be still occupied by two fighter regiments. Noteworthy is the air activity observed on 21 January 1954. For sketches of take-off formation and flight formation, see Annex. Of the aircraft [redacted] belongs to Merseburg airfield. [redacted] to Jueterbog Altes Lager airfield 25X1

[redacted] In addition to the two fighter regiments, 4 to 6 twin-engine aircraft, probably Tu-2s, were repeatedly observed at Jueterbog-Altes Lager airfield. The twin-engine aircraft are used as tow-target aircraft for AA units at Jueterbog troop training grounds. The landings of Il-10s which, according to another report, again left on 27 January, were repeatedly reported. The aircraft belong to the ground attack regiment at Finsterwalde airfield. This conclusion is drawn from previous observations, according to which the aircraft were marked by blue propeller hubs and blue upper edges on their rudder assemblies; a blue propeller hub was reportedly observed on an aircraft landing on 29 December 1953. Truck [redacted] which was observed near the ground attack aircraft on 22 January 1954 was previously observed in Finsterwalde. During the preceding period, maintenance work has been conducted on the Il-10s which landed in Jueterbog. Therefore, it is believed probable that the Il-10s mentioned in the present report landed at the field for the same purpose. 25X1

2. [redacted] Comment. A similar snow-removing device was previously reported from Brandis airfield. 25X1

3. [redacted] Comment. A repair shop of the Southern Ftr Corps is located in the northeastern corner of Jueterbog Altes Lager airfield, near the railroad line. There is also a test stand where test runs of dismantled aircraft engines are made. 25X1

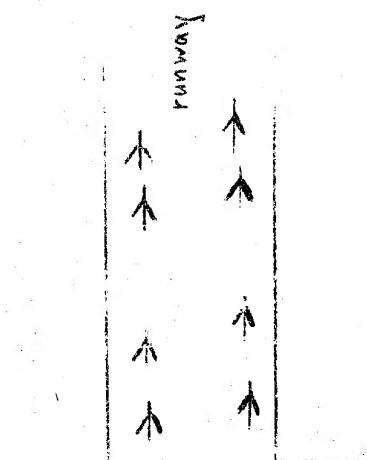
4. [redacted] Comment. This is an unidentified radio installation which had been located at Zerbst airfield prior to the transfer of a fighter regiment from Zerbst to Jueterbog Altes Lager. 25X1

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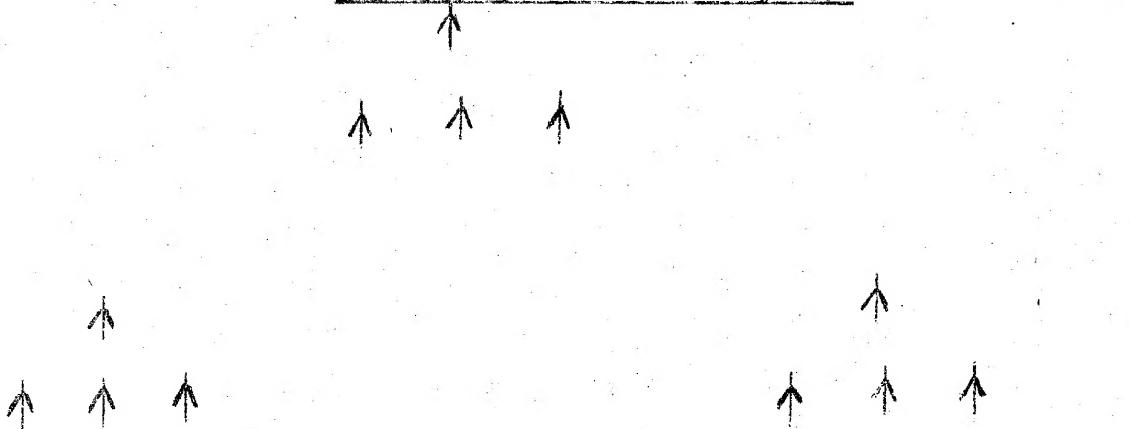
ANNEX  
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Take-Off Formation of Fighters Observed at Jucuterbos Altes Lavor  
Airfield on 21 January 1954



Flight Formation of fighters Observed at Jucuterbos Altes  
Lavor airfield on 21 January 1954



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